

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

CD NO.

25X1

Jul 409

COUNTRY Yugoslavia

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SUBJECT The Aleksander Rankovic Torpedo Factory
in FiumeNO. OF ENCLS. 1 sketch
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. The Aleksander Rankovic torpedo factory is located on the sea-front in the western part of Fiume. It covers an area of approximately 800-1,000 x 300 meters and is protected from the sea by a wall. Approximately 1,600 workers are employed at present including about 400 women.

Torpedo Production

2. When the Yugoslavs regained possession of the works they found a large number of torpedoes and finished parts in the various factory shops. Over 700 torpedoes of various types, the majority of them aerial torpedoes, were handed over to the Yugoslav Government by the end of 1948. These torpedoes were all in perfect working order.
3. Current production of torpedoes for the whole month of April 1949, is estimated at five units. The torpedoes now being produced were built entirely from parts manufactured in Yugoslavia. These torpedoes are of the "Avio 54" type.

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They are identical with those previously manufactured in Fiume.

4. As far as is known no experiments with radio-controlled torpedoes have taken place at the factory. Frequent experiments have, however, been conducted with water-jet torpedoes.
5. The torpedo warheads are filled with explosives at the various bases and not in the factory. Completed torpedoes are removed to underground warehouses located in the factory.

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Modification of Aircraft Engines

6. A large part of the factory's productive effort is devoted to the modification of "Jumo" aircraft engines salvaged from German "Stuka" dive-bombers. Several hundred of these engines are being modified under German direction for subsequent installation in motor torpedo boats, which will mount small torpedoes.

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7. The modifications involve the incorporation of a reverse gear and the change-over of the cooling system from air to water-cooling. Engine tests, lasting many hours carried out at the test bench, have been entirely satisfactory and motor torpedo boats equipped with this type of engine were tested in the Kvarner Bay in the summer of 1948.

Other Equipment Manufactured

8. Others items of equipment have also been turned out by the factory in approximately the following numbers:
- 1,000 welding machines complete with accessories
 - 200 small American-type compressors
 - 50 large compressors for airfield-construction purposes
 - 100 diesel engines of 6 to 8 horsepower.

Future Production Plans

9. The planned expansion of production is meeting with considerable difficulties because of shortages of skilled labor and machinery, as well as of certain raw materials and tools. There is also a great shortage of files, screw taps and augers.

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Description of Factory Sections

11. Drafting Section - No. 1 Office: Its main function up till 1948 was to produce working copies of old plans dating back to 1943, which the Yugoslavs found on re-entering the factory. The original 1943 working plans of the Whitehead factory were removed [redacted] together with several hundred machine tools.
12. The office has also produced designs for a new type of torpedo tube, which was to have been handed over to the Yugoslav Navy in November 1948, as well as for the modification of "Jumo" aircraft engines.
13. The staff of the section numbers 45, including a large proportion of apprentices. Only one shift is being worked, but personnel are frequently required to do over-time.
14. Drafting Section - No. 2 Office: This office produces designs for the tools and appliances department. It employs about 15 people, few of whom are qualified draftsman. Work is on a single shift but over-time is frequent.
15. Experimental Department: No experiments other than those previously mentioned were carried out in 1948. The main effort of the department is devoted to the modification of "Jumo" aircraft engines. This section also turns out piston rings, brass pumps, et cetera. Work is on a single shift.
16. Repairs Department: This section is concerned with the repair of machine tools. The department also has several torpedo tubes under construction and was engaged in 1948 on the construction of three machines for testing torpedo mechanism at the factory bench.
17. First Warehouse: The warehouse contains construction materials, including drawnout (sic) metals, gasoline, et cetera. Many of the metals, including steel, brass, bronze and copper, have been in the warehouse since 1943.

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18. Second Warehouse: The warehouse contains a large number of tools and implements, including milling cutters, files, knives, countersinkers, reamers, et cetera. Many of these tools are produced in the factory.
19. Tools and Appliances Department: This is one of the busiest departments in the factory, producing hundreds of tools and appliances. It is staffed with skilled workers and equipped with modern machinery, including two Swiss "Genoveis" (sic) machines. Turners do two daylight shifts.
20. Gyroscope Department: The department turns out gyroscopes, hydro-static instruments, axle pins and depth gauges. Turners are employed in two daylight shifts. Only ten gyroscopes were produced in August 1948 as compared with a planned output of 50, and in general output is at one third of the target figure. Production is handicapped by lack of skilled labor and shortages of lathes and milling.
21. Electric Power Station: The factory has its own source of power supply. The station is equipped with two dynamos, but the output is to be stepped up by the installation of two large generators, believed to be of the Ansaldo type, which have been salvaged from the liner REX. Technical experts of the factory have copied full details of these generators with a view of manufacturing a number of them at the factory.
22. Milling and Slotting Department: The department turns out various torpedo parts. The number of milling and slotting machines installed is not adequate, however, to ensure an even production and there is also a shortage of skilled labor. The department is working with approximately half the staff and equipment it had in 1943.
23. Turret and Horizontal Lathe Department: The department has barely a third of the machines available in 1943. There is also a shortage of skilled workers.
24. Copper and Tinsmith Department: Both departments are working two day shifts and production targets are being maintained. Equipment and staff are up to full 1943 strength.
25. Torpedo Warheads Department: The department has a good production record and up to September 1948 turned out 300 new warheads. The staff is up to strength, but only one shift is being worked.
26. Torpedo Tail Assembly Section: This section lacks equipment and has only about half the machinery available in 1943.
27. Checking and Assembly Departments: The volume of work handled is satisfactory despite a shortage of skilled labor.
28. Testing Department: In September 1948 the department was equipped with two machines for testing the propulsion units of torpedoes. These machines were adequate to meet current demands.
29. Motorboat Unit: The factory has approximately 20 fast motorboats anchored in the small harbor which are used to recover torpedoes launched for testing purposes.
30. Torpedo Launching Tower: The tower called Pallada suffered heavy bomb damage in 1944 and is being rebuilt. Three fixed torpedo tubes of the revolving type had been installed by the end of 1948, but the apparatus for submerged launchings at various depths had not been replaced. The testing of torpedoes is handicapped by a shortage of self-surfacing testheads, of which there were only four or five available in 1948. There is always a back-log of torpedoes waiting to be tested.

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31. Seaplane Hangar: The hangar is fully equipped and could accomodate a seaplane which might be required for testing aerial torpedoes. No launching tests from the air were carried out between 1945 and 1948.
32. School for Apprentices and Technical Experts: The school is in the immediate vicinity of the factory. A branch for technical experts, [redacted] was begun in December 1947. [redacted] pupils are attending a three year course. Work on the construction of a new three-story school building is almost complete.
33. Personalities
- Gucera - Technical Manager.
- Ghersina - In charge of Milling and Slotting Department.
- Kumar - Hungarian engineer in charge of Drafting Section, No. 1 office.
- Lenarpon - Office Manager.
- Maglievaz - In charge of electric power station.
- Mania - Member of Board of Directors.
- Mohoric - In charge of Experimental Department. Not a Communist.
- Peric - In charge of Checking and Assembly Department.
- Pilepic - Security Officer.
- Raddlow - German engineer in charge of modification of "Jumo" aircraft engines. He is a native of Eastern Germany and volunteered for work in Yugoslavia in preference to going to Russia. He is strongly anti-Communist.
- Smoquina - In charge of Gyroscope Department.
- Staibat - In charge of Drafting Section, No. 2 office.
- Surina - In charge of Tools and Appliances Department. Member of a buying commission [redacted] in summer 1948. Not a Communist.

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Legend

1. Planning Office
2. New Foundry
3. Management
4. Tinsmiths and coppersmiths
5. Carpenters
6. Old foundry
7. Seaplane hangar
8. Drafting Section - No. 1 office (first floor)
Experimental Department (ground floor)
9. New two-story building under construction
10. Shelter
11. Infirmary and office of trade unions
12. Canteen
13. First warehouse
14. Railway siding
15. Railway siding
16. Control office
17. Milling and slotting department
18. Electric power station
19. Canteen (ground floor and first floor)
Gyroscope department (second floor)
20. Crane for hauling up seaplane
21. Motorboats
22. Office and maintenance section for motorboats
23. Garage
24. Second warehouse (ground floor)
Tools and appliances department, Drafting section, office No. 2
(first floor)
Gyroscope department (second floor)
25. Turret and horizontal lathe department (second floor)
26. Store for torpedo shells
27. Railway siding
28. Lathe section for torpedo shells
29. Tail assembly section
30. Warheads department

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- 31. Torpedo polishing department
- 32. Torpedo balancing, weighing and marking department
- 33. Testing department for propulsion units
- 34. Checking department
- 35. Assembly department
- 36. Labor office
- 37. Torpedo launching tower with three torpedo tubes
- 38. Aircraft engine modification department
- 39. Breakwater
- 40. School for apprentices and technical experts
- 41. New school for apprentices and technical experts (under construction)
- 42. Main road- Fiume-Trieste
- Buildings adjacent to Aleksander Rankovic factory
- 43. Private dwellings
- 44. Elektro Primorije factory, under construction
- 45. Houses for railway workers
- 46. Houses for railway workers
- 47. Locomotive depot
- 48. 3rd May naval dockyard

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